

A BRITISH CRUISER IN A
TYHOON.

A ROUGH TIME FROM HONGKONG.

In a letter recently received from the China Station, says the *Times*, the following interesting experiences of a British cruiser on her voyage from Hongkong to Manila are given:—
"We sailed at 6 a.m. on Sunday, October 16, from Hongkong, and on getting clear of the harbour found a heavy swell rolling in from north-east. There was no wind, but the distant-looking sky I have ever seen. The typhoon signal had been hoisted before we left. About noon the wind came from the east and at 7 p.m. was blowing a whole gale, the swell coming from two different directions and a nasty sea over all. The barometer was falling fast and at 10 p.m. the wind began backing (fill) at 2 a.m. it was north-west. We seemed to have found the typhoon we were looking for, and headed the vessel up north-east by north and kept her there by going dead slow with the starboard engine, with the helm hard to starboard. She lay like a duck, shipping no water and not tumbling about more than necessary. Previously to heading her round we had been rolling 15 to port and 25 starboard. The sea and wind steadily increased and at 4 a.m. we had a very heavy sea from north-west, heavy swell north-east, wind north by west, force 10 to 12. After 4 a.m. the barometer began to rise, so we changed our course for Manila, rolling 18 to port, and the pendulum marking only 30 brought up with a bang at each roll to starboard. All Monday wind and sea were moderating, although both were heavy till late in the day. At 8 p.m. on Tuesday we anchored off Manila."

IMPERIAL EDICTS BY WIRE.

Peking, January 17th.
Wang Fuhsiang is hereby appointed Sub-Director of the Grand Court of Revision.
On receipt of a memorial from Tseng Ho, the Governor of Hupoh, requesting that certain changes in the established administration might be adopted, we commanded the Board concerned to consider and report in order to learn the opinion of the officials on it. We have now received a memorial from I-Chiao, Reader of the Hanlin College, denouncing the high official for improperly requesting changes in the Government and another from Chang Chuyin, Sub-Director of the Imperial Bureaucracy, against the said governor for causing confusion in the administration of the Government. Tseng Ho's memorial is utterly inconsistent with the progressive aims of the Government. Attempting as he does to create confusion in the constitution he cannot pretend to advocate reforms. Let him be dismissed from his office and never to re-enter the public service again as a warning to others. Let the Board concerned take note.—*Shanghai Mercury*.

STRIKING SPEECH BY THE
GERMAN FOREIGN MINISTER.

Herr von Bismarck, the Imperial Foreign Secretary, dealt in the Reichstag, on Dec. 17, with the journey of the Emperor, and of considerable length. He described the Eastern question as like the sea serpent, which never appeared above the waves all at once, but in sections. The solution of this question had become more complicated than it was twenty years ago. It was at present in a peaceful phase, but none of us would live to see its final solution. Germany, having no direct political interests in the East, and because her love for peace was indubitable, furnished a serious guarantee for the ultimate reconciliation of opposed interests. Germany sought no special influence in Constantinople. The attitude of Germany towards the different Balkan nations was one of friendliness without patronage. The Powers engaged in Crete had the best wishes of the German Government. With regard to the Emperor's journey, "vain attempts have been made to attribute to us adventurous plans in this connection or to construe an artificial antagonism between us and the Turkish Empire, or the Catholics Church, or this or that foreign Power, or the Committee of the Imperial gift of the 'Comet' to Germany. Catholics had shown that the German Emperor was the Emperor of all the Germans. Far from injuring the relations between Germany and Turkey, the journey of the Emperor had only helped to make them more friendly. The journey had not given occasion for anxiety to any other Power. Continuing, Herr von Bismarck reiterated in the strongest terms the exclusive right of Germany to protect her own subjects in the East. This expulsion of foreign troops from Prussia could not affect Germany's international relations, "because they are an act in exercise of our sovereignty, with which we admit no interference from any quarter." Whatever threatening symptoms there might be in the present situation they did not menace the Triple Alliance. That alliance was like a fortress on the glacis of which troops grow up in time of peace, but which in case of need could at once be cleared for action. But, on the whole, it was advisable not to discuss too often existing alliances which had been tried and proved. It was with alliances as with ladies; those were the best of whom the least was said. As to the relations of Germany with England, Herr von Bismarck said:—"All that I should like to say to-day on this subject—but I think that I am saying a great deal—is that there are all sorts of questions and a great variety of points in which we can go together with England, and do gladly go together with England, without prejudicing, and while completely maintaining, our other valuable connections." After referring to Germany's neutrality in the war between Spain and America, Herr von Bismarck concluded by asserting that wherever they turned their eyes they saw the Governments of the world doing their best to maintain peace. The maintenance of peace did not depend upon a single Power, but they hoped that it would long be possible to prevent the inevitable struggle for existence from assuming the form of conflicts which all had an equal interest in preventing. As the apparently opposed forces of centrifugal motion caused the harmony of the spheres, as public life was based upon the reconciliation of individual selfishness with public spirit, so the peace of the world rested upon the compromise between the legitimate egoism of many people, and the duties of civilization common to all mankind. "Faithful to the traditions of its history, faithful to its profound instincts, and faithful to the great aims of its Emperor, the German nation, while ever maintaining our rights and interests, and while mindful that our future is based upon our right, and our right upon the sharpness of our sword, will never be wanting where the aims of all mankind, and where the maintenance of the peace of the world are concerned."

In the Reichstag, on December 13th Herr Richter severely criticised some aspects of the Government policy, but expressed satisfaction at the improvement of relations with Great Britain.—*Home News*.

WAR OR NO WAR.

That England will have to fight a great Power, and possibly more than one, within the lives of us who are only middle-aged, is known to be the sure opinion of our statesmen. It may come in a few years, and it cannot be delayed for a generation. It may be impossible to hope for such a war; but who can doubt that it will do us good as a people if, as there is happily a good chance, we come out of it conquerors? Who can doubt that we shall sweep out the bad blood which loves charlatans and tolerates incompetence, and is beguiled by cant of every sort? And who but hopes that it will give us great men, as wars and convulsions have given us before, in letters and in more important things?

THE NEW CHINESE REGIMENT
AT WEI-HAI-WEI.

Major Bower, who has been entrusted with the important work of organizing the new Chinese regiment of the British army at Wei-hai-wei, left Shanghai on Saturday last, to commence duty. Both by reason of his personality and record as a soldier and explorer, the selection of Major Bower appears to have been a singularly successful one on the part of the home authorities. He is essentially of the modern school, with a knowledge of different races, and accustomed to surmounting sudden obstacles. His journey from Kashmir across Tibet and Szechuan, down to Shanghai, some seven years ago first brought him into prominence as an explorer, and was doubtless one of the causes of his being sent to Northern China, during the Chinese-Japanese war, as a sort of unofficial military attaché. However, it was impossible for him to be associated closely with the disorganized hordes which then made up the Chinese defensive force, so after gaining what information he could at a distance he returned to India. In 1895 he accompanied the Indian contingent to Egypt, and went back with it to India, where he was appointed to the Intelligence Branch of the Quartermaster-General's Department. Hence, last summer on leave, the military authorities sent him out to organize the new Chinese regiment. It is understood that it will consist of about 1,045 men enlisted at Wei-hai-wei for three years' general service, that is, liable to be sent to any part of the world under the provisions of the Army Acts. There will be 28 British officers and 12 non-commissioned officers. Major Bower's immediate subordinate will be Captain Bruce, of the West Riding regiment, who is expected almost immediately from Hongkong. Another officer, who is at present here, will be Lieut. Alfred, a son of Sir Evelyn Wood, who volunteered for service from Egypt, and came on here, without going home, directly after the battle of Omdurman.

The new regiment is to be an infantry one, armed with the Martini-Enfield rifle, a weapon which has been highly spoken of as the result of experience in various parts of Africa. The men will be paid \$8 a month, and when the other advantages of the service are taken into account there should be little difficulty in obtaining a select body of men. Major Bower's first difficulty will, apparently, be that of securing accommodation for the new troops at Wei-hai-wei, for at present, so far as can be learned, there is nothing ready in that respect. The uniform has not yet been settled, but in all probability it will be a picturesque, but serviceable adaptation of the dress of the Chinese soldier. As to the fighting qualities of the men it is, of course, too early to speak with certainty, but, knowing the class from which they will probably come, Major Bower is sanguine that in due time he will command a really effective force. It is undeniable that Chinese troops at times have shown conspicuous bravery, and if illustrations are needed of the power of British officers to make a good army out of the most unpromising material no better one could be given than that of Egypt. In 1882, when the organization was commenced, the Egyptians were looked upon as likely to make, at the best, but indifferent soldiers. How they have, under British guidance, won a most honourable record is too fresh in the public mind to need comment. If the new Chinese regiment—which starts with far more promise—only equals the Egyptians, the labour and expense will be well rewarded.

A COLLISION WITH A WHALE.

Down at Portsmouth, says the *Daily Mail*, and in the forecloses of the ships of the Channel Squadron the Jack Tars of the Navy are talking about the curious thing that recently happened on the *Argonaut*. The *Argonaut* is a second-class cruiser, and a few days ago she was on a cruise in the Channel. She was going ahead at full speed in a calm sea, about fifteen miles south of Vigo, when the crew was mustered for the daily service of grog. The sailors were lined up, and the boatswain was measuring out the grog, and had nearly served the last of the men, when all of a sudden a great tremor went through the ship. She shook from stem to stern. The sailors were thrown down in all directions. The foremen tumbled over, and the officers on the bridge staggered. It was thought the ship had struck a sunken wreck. The engines were immediately reversed. It was then found that the cause of the disturbance was a great whale, which had been hit squarely in the middle by the prow of the *Argonaut*. As soon as an investigation showed that the vessel had sustained no injury she proceeded on her way to Gibraltar, whence a great number of the crew have sent accounts of this curious event to their friends in England. It is not stated what became of the whale.

OPENING OF THE REICHSTAG.

The Session of the German Reichstag was opened at the Royal Castle in Berlin by the Emperor William in person. In his speech from the Throne His Majesty announced various Bills affecting the welfare of workmen, including the measure he foreshadowed some months ago for preventing intimidation of strikers. After enumerating other proposals for domestic legislation, he intimated that two Bills would be submitted with the object of remedying certain deficiencies in the military system. The relations of Germany with all foreign Powers continued to be friendly. The maintenance of peace, said the Emperor, was the supreme object of his policy, and therefore welcomed with warm sympathy the magnanimous proposal of the Tsar for an international peace conference.

The German colonies were described as in a state of prosperous development; the attacks of hostile tribes in East and West Africa had been victoriously repelled by the troops of the Protectorates, and an agreement had been concluded with the New Guinea Company for the transfer of their territory to the Empire. This treaty would be submitted for ratification to the Reichstag. In Kiaochow, the first step had been taken in the commercial development of the Protectorate. The frontier had been finally delimited in agreement with the Chinese Government, and the free harbour had been opened, and the harbour constructions begun; the construction of a railway to the Hinterland would be taken in hand in the immediate future. The speech closed with reference to Turkey and the recent Imperial journey to the East.

SIR E. MONSON ON ANGLO-
FRENCH RELATIONS.

"When I touched last upon the conditions under which modern diplomacy is conducted we had not heard so much of what is called the 'new diplomacy' which is said to have been in fashion and to have pretty well superseded the practices in which we old fogies had been brought up. The new diplomacy, if I understand rightly, is a concession to the *fin de siècle* impotence and is chiefly due to the enterprise of the Press, to which I explained last year, the diplomatists already owe so much, but it is also in a measure due to the mother country of inventions, to the originality of the American mind, which is ever restlessly on the watch for improving everything and will perhaps end by improving diplomatists of the old school off the face of the earth, but I am quite ready to acknowledge that there is much good in the particular innovation which I have in my mind at this moment. America has invariably sent to England the finest representatives of her intellect of culture and we may, I think, attribute not a little of the happy development of friendly feeling between Great Britain and the United States to the manner in which those representatives have performed their task and especially to their public utterances on both sides of the Atlantic. I wish that I possessed the facility of expression, the command of appropriate language, which have distinguished Colonel Hay, the late Mr. Bayard, and their eminent predecessors at the Court of St. James'. Such oratorical gifts I have not, but I feel the strongest desire to say a few words to-night which may work for good towards the end for which an English Ambassador is sent abroad and to the attainment of which it is his duty to employ all his energies.

It is essential to have no doubt in the minds of those with whom we have to deal as to the unanimity in Great Britain and as to the depth of feeling which recent events provoked. Any shilly-shallying on such a point would have been to practise a deception of which our neighbours themselves would have had the first right to complain.

It is not the usual function of an Ambassador, especially when speaking in the capital of the country to which he is accredited, to attempt a public defence of the policy of the Government which he represents. It is ours to execute, according to the best of our ability and experience, the instructions we receive from those who are responsible for that policy. But upon this exceptional occasion I cannot forbear to state that, while it is true that no other attitude could have been taken by the British Government, there has never been from the very outset, the slightest reason why doubt should have existed in any quarter of what that attitude should be. Journalists, comic writers and caricature artists may innocently have done much harm in this respect. Ever since political speakers have contributed to the mischief. I venture to hope that by this time the idea of our being unduly squeamish and prone to make graceful and unpolitic concessions has been thoroughly exploded. But, on the other hand, it is equally right that, however readily we may lend ourselves to that plain speaking which is, in my opinion, essential to the prevention of misunderstanding and is, consequently, the most effective co-operation in the maintenance of international confidence and friendship, we should be careful to observe the courtesy and moderation in language which are due to and must be expected from representatives which respect themselves and others. No advantage can possibly be gained by omission to keep this in mind. Bismarck is not only unbecoming, it is also inexpedient. It is as unworthy of a nation as it is of an individual, and cannot but dispose its object to make concessions, and alienate the sympathies of those who are not parties to the dispute.

England herself, secure as we believe from much that causes apprehension on the Continent, while jealously guarding her own interests and, steadfastly determined not to permit any encroachment upon her rights, has no aggressive designs which need inspire anxiety in those who will deal honestly and justly with her. There is no country in the world in which the motto 'Defence not Defence' is more applicable to the national attitude, nor is there one more devoid of jealousy or less envious of the prosperity of its neighbours. We can afford to admire the energy of French colonial expansion; nay, more, we can afford to rejoice in the prospect it opens out of well-circumstances for the world at large, as well as to France. We ask her to do no more than to all suspicion of unfair intention on our part, to try to believe that there is no general animosity in England just as we are ready to believe—need I say that I myself believe fervently—that the bulk of the French nation has no animosity against the English, and to meet it on every question at issue with an honest desire for equitable arrangement and with no afterthought towards scoring a diplomatic triumph or driving a one-sided bargain.

"Feeling as I do how great would be the gain to both countries could such sentiments influence the relations between them, I should like to think that the ideas which I have so imperfectly expressed may find acceptance among those who are directly or indirectly either as officials in power, or as unofficial exponents of public opinion, responsible for the direction of the national policy. I would earnestly ask them to discountenance and to abstain from the continuance of that policy of pin-pricks, which, while it can only procure an ephemeral gratification to a short-lived Ministry, must inevitably perpetuate across the Channel an irritation which a high spirited nation must eventually feel to be intolerable. I would entreat them to resist the temptation to try to thwart British enterprise by pretty manoeuvres, such, as I grieve to see, suggested by the proposal to set up educational establishments as rivals to our own in the newly-conquered provinces of the Sudan. Such an ill-considered provocation to which I confidently trust no official countenance will be given, might well have the effect of converting that policy of forbearance from taking the full advantage of our recent victories, and our present position which has been enunciated by our highest authority into adoption of measures which though they evidently and favour with no inconsiderable party in England, are not, I presume, the object at which French sentiment is aiming."

SHOT IN THE HEART.

In 1861, a man enlisted in the 3rd West Virginia Infantry on the Union side, and whilst on duty received a wound, the bullet piercing "through the left lung and left ventricle of the heart, striking that organ in the centre." The force of the ball, however, was broken; the lead failed to pass through the inner wall of the ventricle, and dropped to the bottom of the cavity. The wound at the time was pronounced to be mortal, and the man was left to die in a cabin in the woods. Much to everybody's amazement he turned up the camp, apparently recovered; several weeks later. He insisted that the bullet was in his heart, and in order to convince disbelievers of the correctness of his assertion, begged, after his death, that an autopsy might be made. This request has just been complied with, and the discovery was made of the bullet lying in the cavity of the heart.

THE AMERICA CUP RACE.

Sir Thomas Lipton has entrusted the task of building the *Shamrock* to a London firm, and the boat, which it is hoped will bring back to England the America Cup, will be built on the Thames instead of at Belfast. Messrs. Thornycroft, of Chiswick, have undertaken the work. This is the first occasion on which they have attempted anything in the nature of a first-class racing yacht, but they intend to spare no efforts to make the *Shamrock* a great success. Before giving the contract to Messrs. Thornycroft, Sir T. Lipton offered the work to Messrs. Yarrow and Son, of Poplar. The latter firm seriously considered the matter, and, indeed, were rather anxious to undertake the task, but owing to stress of other work and the pending removal of their works to more commodious premises they were obliged to refuse the offer.

NOTANDA.

CALENDAR.

| JANUARY. | |
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| Meteorological means based on ten years' observations to 1893. | |
| Barometer | 29.618 |
| Thermometer | 60.1 |
| Humidity | 77 |
| Rainfall | 8.58 |

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PASSED THE CANAL.

Outward—Dec. 20th *Glenesh, Elfrickdale*; Dec. 23rd *Wennington Hall*; Dec. 26th *Antenor, Boynton, Savaria*; Jan. 3rd *Frisle, Serbia*; Jan. 6th *Glenagarry, Silesia, Naples*; Jan. 10th *Mendous, St. Andrews, Solus*; Jan. 13th *Liv, Falchings, Hama, Huron*; Jan. 17th *Denharig, Forwards, Mayow, Suez*; Jan. 20th *Caldonin, Kowiberg*.
Homeward—Jan. 17th *Orestes*; Jan. 20th *Glenarney, Kalsoy, Brazmar*.

CONSUMPTION, Wasting Diseases, and General Debility. Doctors disagree as to the relative value of Cod Liver Oil and Hypophosphites; the one supplying strength and flesh—the others giving nerve power and acting as a tonic to the digestion and entire system. But in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites the two are combined, and the effect is wonderful. Thousands who have derived no permanent benefit from other preparations have been cured by this. "Scott's Emulsion" is perfectly palatable, and is easily digested even by those who cannot tolerate plain Cod Liver Oil. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—*Advt.*

Intimations.

ST. JOHN'S CATHEDRAL CHURCH.

THE ANNUAL MEETING OF SEAT-HOLDERS AND SUBSCRIBERS will be held at St. Paul's College on MONDAY, the 30th instant, at 4.30 p.m.

T. JACKSON, Hon. Treasurer.
Hongkong, 27th January, 1899. [131a]

THE GREEN ISLAND CEMENT CO., LIMITED.

IN accordance with this Company's Articles of Association, Interest at the Rate of 12 PER CENT Per Annum is being charged on all unpaid CALLS.

SHEWAN, TOMES & CO., General Managers.
Hongkong, 20th January, 1899. [101a]

NOTICE.

PROF. WINTER'S magnetic cure for CORNS WARTS BUNIONS, CHILBLAINS AND IN-GROWING NAILS. Apply to COTTON & Co., No. 3 & 5, Pedders' Street, Hongkong Hotel Buildings.
Hongkong, 9th January, 1899. [141a]

Shipping.

STEAMERS.

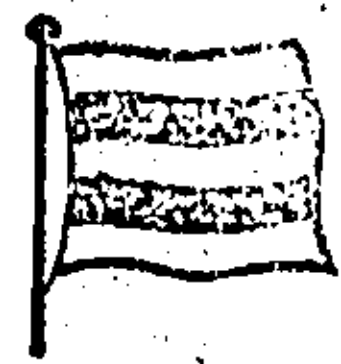
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Entimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|---------------|----------------------------------------------------------------------------|-----------------------------------|
| KINSHU MARU | Kobe and Yokohama | Monday, 30th January, at 4 P.M. |
| KAMAKURA MARU | MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID. | Thursday, 2nd February, at 4 P.M. |
| FUTAMI MARU | (NAGASAKI, MOJI, KOBE and YOKOHAMA) | Tuesday, 7th February, at 4 P.M. |

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 28th January, 1899.

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Hongkong, 9th December, 1898.

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WANTED—GOOD—HAND—CAMERA—no Films state price and particulars to "H.S." c/o Hongkong Telegraph Office. Hongkong, 29th January, 1899.

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COMPOSITION RED HAND
BRAND, HARTMAN'S GREY PAINT,
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Hongkong, 14th May, 1896.

MITSUI BUSSAN KAISHA.
No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.
Branch Offices—
LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports in JAPAN.

Agents—
Miiki Coal Mines.
Omura Coal Mines.
Kanada Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wkg. Co., Shanghai.
Onoda Cement Company, Japan.
Kanebuchi Cotton Spinning Mill, Japan.
The Mike Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.
Hongkong, 11th December, 1896.

THE LEADING CATERERS.
COMPARE OUR
MENU, BILLIARD TABLES and
LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897.

Hotel.
WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the
elegant Building known as "CON-
NAUGHT HOUSE," offers First-class Accom-
modation to Residents and Travellers.
Passenger Elevator, from Entrance Hall to
each Floor, in charge of experienced Attendant.
Favourable Arrangements made for Families
and for Monthly or Extended Periods.

P. BOHM,
Proprietor & Manager.
Hongkong, 3rd April, 1895.

To be Let.

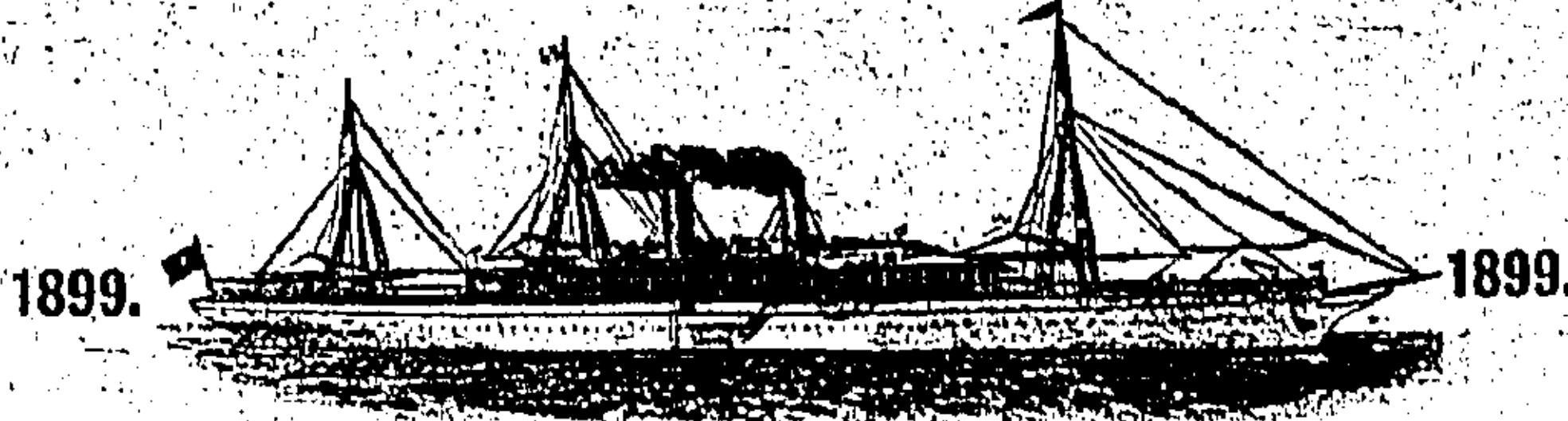
TO LET.
SEMI-DETACHED VILLA RESI-
DENCES on Bowen Road (now in
course of erection).
PROPERTY now occupied by the
Bowring Saw Mills.
FLOORS in STANTON and ELGIN
STREETS.

"BAHAR LODGE"
No. 4, RYON TERRACE.
No. 1, MOUNTAIN VIEW, THE PEAK,
(Furnished).
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, 9th January, 1899.

TO BE LET
from the 1st April.

THE COMMODOUS OFFICES (includ-
ing the use of Lift) on the Second Floor
of the P. & O. S. N. Co's buildings, No.
14, Praya Central, now occupied by the
Hongkong and Whampoa Dock
Co., Ltd.
For Particulars, apply to
H. A. RITCHIE,
Superintendent P. & O. S. N. Co.
Hongkong, 18th January, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 15th Feb., 1899.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 15th Mar., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Padder's Street. [3]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|----------------------------------------------------------------------------------|--------------------------------|
| HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) | Tuesday, 7th Feb., at Noon. |
| NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) | Saturday, 4th March, at Noon. |
| AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) | Thursday, 30th March, at Noon. |

THE Steamship

"HONGKONG MARU"
will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA and HONO-
LULU, on TUESDAY, the 7th February,
at NOON, taking Freight and Passengers for
Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break their
journey at any point en route.
Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail-
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION
PACIFIC, DENVER and RIO GRANDE, and
NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have the choice of
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.
Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 16th December, 1898. [1310]

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
FLETCHER & Co.'s PHARMACY,
(Opposite the HONGKONG HOTEL).
Business Hours—9 a.m. to 5 p.m.

A great proportion of catarrhs and diseases
affecting those advancing in life occur to those
having some deficiency in the construction of
the eyes—the many years of "Eye Strain"
ending in serious forms of diseases. Glasses
specially adapted in youth to those requiring
them save and preserve the sight.
"Constantly recurring headaches, spells of
dizziness when reading, weak eyes, the letters
running together, any of these symptoms indi-
cate a deficiency in the form of the eye requiring
Glasses only to correct and cure."
Mr. LAZARUS supplies his SPECTA-
CLES only after testing the sight.

ADVICE FREE.

Hongkong, 18th January, 1899. [68a]

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|----------------------------------------------------------------------------------------|----------|
| FROM VICTORIA, B.C., AND TACOMA. IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO. | Feb. 14. |
| Victoria ... 3,302 J. J. Pantion | Feb. 14. |
| Tacoma ... 2,555 A. Dixon | Feb. 25. |
| Glengale ... 3,750 J. McGillivray | Mar. 21. |
| Olympic ... 2,837 J. Truebridge | April 1. |

Also
FOR PORTLAND, OREGON,
—IN CONNECTION WITH
OREGON RAILROAD AND NAVIGA-
TION COMPANY.

| | | |
|---------------|-------|-----------------------|
| Fausang | 2,251 | Jan. 29. |
| Monmouthshire | 2,874 | Feb. 18. |
| Lemov | 3,677 | Williamson Mar. 11. |
| Columbia | 2,976 | N. Moncar April 15. |

* Calling at HONOLULU and Not calling at SHANGHAI.

THE attention of Passengers is directed to
the very cheap rates offered by the Line.
HONGKONG TO LONDON £47.
Excellent accommodation. First-class Tables.
DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
The YELLOWSTONE NATIONAL PARK route.
(Passengers to Europe may proceed by one of
the first class ATLANTIC NAUT LINES.)

HONGKONG TO TACOMA £28.
Rates of Passage to other Points on application.

Special rates allowed to members of Govern-
ment Services.
Through Bills of Lading issued to Pacific
Coast Ports, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, or whichever may be the destination of
the steamer.

Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 29th January, 1899. [4]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
AFRICA, EGYPT, MEDITERRANEAN,
PORT, LONDON AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AND
AMERICAN PORTS.)

THE Steamship

"BENGAL,"
Captain S. Barcham, carrying Her Majesty's
Mails, will be despatched from this for BOM-
BAY, &c., on SATURDAY, the 4th February,
at Noon, taking Passengers and Cargo for the
above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 23rd January, 1899. [5]

FOR SAN FRANCISCO.
THE 100 A1 British Bark

"QUEEN MARGARET,"
Fraser, Master, shortly expected here will
load for the above Port and will have quick
despatch.

For Freight, apply to
SHEWAN, TOMES & Co.
Hongkong, 23rd January, 1899. [1333]

Mails.

NORTH
GERMAN LLOYD.

(Freight Service.)
(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, ONORTO, LONDON,
LIVERPOOL, GLASGOW, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-
AMERICA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|-------------|----------------------------------------|----------------|
| D. RICKMERS | HAVRE, HAMBURG/BREMEN. | 6th Feb. |
| Pape | (LONDON with transshipment in HAMBURG) | 15th Feb. |
| *SARNA | HAVRE, HAMBURG/BREMEN. | 15th Feb. |
| Ellers | (LONDON with transshipment in HAMBURG) | 15th Feb. |
| SILLESIA | HAVRE, HAMBURG/BREMEN. | 15th Feb. |
| Behrens | (LONDON with transshipment in HAMBURG) | 15th Feb. |
| SUEVIA | HAVRE, HAMBURG/BREMEN. | 15th Feb. |
| Forck | (LONDON with transshipment in HAMBURG) | 15th Feb. |
| WITTENBERG | HAVRE, HAMBURG/BREMEN. | 15th Feb. |
| Madsen | (LONDON with transshipment in HAMBURG) | 15th Feb. |

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and
a Stewardess.
Calling at NAPLES for Passengers only, if sufficient inducement offers.
For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

Hongkong, 19th January, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) ...

Thursday, 15th Feb.,
at Noon.

Tuesday, 14th March,
at Noon.

City of Rio de Janeiro
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) ...

Tuesday, 14th March,
at Noon.

THE U. S. Mail Steamship

"CHINA,"

will be despatched for SAN FRANCISCO

via SHANGHAI, NAGASAKI, KOBE, IN-

LAND SEA, YOKOHAMA and HONOLULU,

on THURSDAY, the 16th February, at Noon,

taking Passengers and Freight for Japan, the

United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States of Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail-
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAY; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVER-
LAND CITIES in the United States have
between SAN FRANCISCO and CHICAGO,
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and other
direct connecting Railways, and from Chicago
to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officers in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for transpor-
tation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 27th January, 1899. [1]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan PORTS
and HONOLULU, THE UNITED STATES,
MEXICO, CENTRAL & SOUTH AMERICA, &c.

Curmishshire ... Feb. 25

Belgian King ... Mar. 25

Carlisle City ... April 25

THE Steamship

"CARMARTHENSHIRE"
will be despatched for SAN DIEGO VIA
NAGASAKI, KOBE, INLAND SEA, YOKO-
HAMA and HONOLULU on or about the
25th February.

Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
HUTTERTFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 26th January, 1899. [1330]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEED, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRIN-
CIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prussen ... Wednesday 1st Feb.

Sachsen ... Wednesday 1st March.

Bayern ... Wednesday 19th March.

Prinz Heinrich ... Wednesday 16th April.

Prussen ... Wednesday 24th May.

ON WEDNESDAY, the 1st day of February,

1899, at 9 A.M., the Company's Steamship

"PREUSSEN," Captain C. Heintze, with

MAILS PASSENGERS SPECIE & CARGO,

will leave this Port as above, calling at NAPLES

and GENOA.